

AGENTS FOR THE CHINA MAIL.

LONDON: F. ADAMS, 11 & 12, Clement's Lane, Lombard Street, E.C. 3.

GORDON & GORRY, Ludgate Circus, E.C. 4.

HARVEY & CO., 81, Cannon Street, E.C. 4.

SARRE, DEACON & CO., 150 & 154, Leadenhall Street, E.C. 3.

CANNON STREET, E.C. 4.

ROBERT WATSON, 150, Fleet Street, E.C. 4.

SCOTT & BOWNE, 167, Fleet Street, E.C. 4.

PARIS: J. B. LAFITE, 18 Rue de la Grange Batelière.

NEW YORK: THE CHINESE EXCHANGE, Office, 52, West 22nd Street.

SAN FRANCISCO: AMERICAN PORT GENERAL, 100, Market Street.

AUSTRALIA, TASMANIA, AND NEW ZEALAND: GORDON & GORRY, Melbourne and Sydney.

CEYLON: J. B. LAFITE, 18 Rue de la Grange Batelière.

AFRICA: J. B. LAFITE, 18 Rue de la Grange Batelière.

PATAGONIA: J. B. LAFITE, 18 Rue de la Grange Batelière.

SINGAPORE, STRAITS, &c.: KELLY & WAUGH, Ltd., Singapore.

PHILIPPINE ISLANDS: J. B. LAFITE, 18 Rue de la Grange Batelière.

CHINA: AMOY, N. MOORE & CO., LIMITED, Foochow, BROCKETT & CO., Shanghai, LANE, CRAWFORD & CO., and KELLY & WAUGH, Yokohama, LANE, CRAWFORD & CO., and KELLY & WAUGH.

Business Notices.

W. S. BAILEY & CO.

Engineers, Shipbuilders, Boilermakers, Blacksmiths, and Brass and Iron Founders.

COAST AND RIVER STEAMERS, STEAM WATER BOATS, LIGHTERS, TUGS AND FAST STEAM-LAUNCHES.

Pumps, Packings, General Store and Engineers' Tools of Every Description.

OFFICES & SALES-ROOMS, ENGINE & SHIPBUILDING WORKS, ROAD CENTRAL, KOWLOON BAY.

W. S. BAILEY, M. MECHER, E. O. LLOYD.

CONTRACTORS FOR ALL KINDS OF ENGINEERING WORK. PLANS, SPECIFICATIONS AND TENDERS.

Consulting and Superintending Engineers and Surveyors.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

Hongkong-Canton Line.

S.S. HOYAM, 2,563 tons, Captain H. D. Jones.

S.S. POWAN, 2,338 tons, Captain G. F. Morrison, R.N.R.

S.S. FATSHAN, 2,330 tons, Captain J. J. Lousios.

S.S. HANKOW, 3,073 tons, Captain C. V. Lloyd.

Departures from Hongkong to Canton daily at about 8 a.m. (Sunday excepted), and at about 5.30 p.m. (Saturday excepted).

Departures from Canton to Hongkong daily at about 8 a.m. (Sunday excepted), and at about 4.30 p.m. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

Hongkong-Macao Line.

S.S. HUNTINGTON, 1,998 tons, Captain W. E. Clarke.

Departures from Hongkong to Macao daily at about 8 a.m. (Sunday excepted).

Departures from Macao to Hongkong daily at about 8 a.m. (Sunday excepted).

Canton-Macao Line.

S.S. LUNGBAN, 310 tons, Captain T. Hamlin.

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 a.m.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 a.m.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE HONG-CHINA STEAM NAVIGATION COMPANY, LTD.

Canton-Wuchow Line.

S.S. NANNING, 660 tons, Captain R. D. Thomas.

S.S. SAHAGH, 588 tons, Captain R. D. Thomas.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m.; and the other leaves Wuchow for Canton on the same days at about 8 a.m. Round trips take about 5 days. These vessels have Superior Cabin accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG CANTON & MACAO STEAMBOAT CO., LTD.

18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel.

Or of BUTTERFIELD AND SWIRE.

Agents, **CHINA NAVIGATION CO., LTD.**

QUEEN'S HOTEL, WEIHAWEI.

SANITARIUM OF NORTH CHINA.

SUMMER SEASON OF 1903.

THERE are (60) sixty bedrooms, all with bathrooms attached.

A new Bar and Billiard room, as well as a Concert Room, are connected with the Hotel and there is ample room for dancing.

The Hotel is beautifully situated on a high hill and commands a full view over the mainland, the Bay, and the Island.

WeihaWei is noted for its scenery, healthy and cool climate during the Summer. There are several fine bathing beaches, good walks, and there is also good fishing to be had in the Bay.

Intending visitors are advised to secure their rooms either by wire, or letter, so that they can be reserved.

Steam-launch of the Hotel meets all steamers.

ROOM AND BOARD.

One room for one person, \$5 per day or \$15 per month.

One room for two persons, \$10 per day or \$25 per month.

If one or two persons occupying two rooms—

\$12 per day or \$300 per month.

Children (under 10 years), Half price.

JNO. A. W. LOUREIRO, Manager.

BOVRIL AT THE FRONT.

BOVRIL has played such a conspicuous part in South Africa that it forms no inconsiderable feature of the story. The 'Lancet' has had frequent references to BOVRIL in the reports of the officers of the Royal Army Medical Corps. Nearly every newspaper correspondent has had to refer to BOVRIL to make his story complete. Rudyard Kipling and Baden-Powell have written their BOVRIL stories. Over 500 British hospitals and similar public institutions use and prescribe BOVRIL, not beef tea, but BOVRIL.

The reason is not far to seek. BOVRIL is a nourisher as well as a stimulant. It contains the albumen and fibres, the sustaining properties of the beef. It is this fact, together with its absolute purity, that commends BOVRIL to physicians and scientists, and 'proves in practice' what it demonstrates in analysis.

BOVRIL

To be obtained at all chemists, Grocers, Hotels, &c., throughout Hongkong, China and Japan.

BOARD AND LODGINGS.

AT No. 8 Wai Doll, Wandai, Canton. FURNISHED ROOMS, 16 Terms VERY MODERATE. For Particulars, etc. Apply at the above Address. Hongkong, March 17, 1903. 592

CHIEF WING & CO., 38 & 39, LEE YUEN STREET (WEST) HONGKONG.

DEALERS IN

All Sorts of COPPER, BRASS, STEEL, IRON WARE, &c.

STEEL GIRDERS AND TEES, CORRUGATED IRON, PIG IRON, &c.

Suitable for SHOPS, ENGINEERS AND HOUSE BUILDERS.

Hongkong, May 29, 1900. 122

TO PEARL DEALERS.

THE Undermentioned firm buys all kinds of PEARLS. Sellers are requested to apply to

YU SHUN TAI,

66, PUNLUN STREET WEST

Hongkong, March 24, 1903. 651

PARIS MODES.

MADAME FLINT

HAS the honour to inform her clients and the public that she has just received by the French mail, a LARGE ASSORTMENT of PARISIAN MILLINERY, ROBES, SILK, and KID GLOVES and PARASOLS. All novel, lies just out for the coming Spring Season. Prices and styles to suit every taste.

An early inspection invited.

7, ORMSBY TERRACE, GRANVILLE ROAD, KOWLOON.

Hongkong, January 27, 1903. 2694

BOVRIL

To be obtained at all chemists, Grocers, Hotels, &c., throughout Hongkong, China and Japan.

Business Notices.

BELL'S ASBESTOS EASTERN AGENCY, LIMITED

(SOLE AGENTS FOR BELL'S ASBESTOS CO., LTD., LONDON).

Bell's Asbestos 'Dagger,' 'Demon,' and other well known packings for Piston Rods, etc., suitable for highest pressures. Pump Packings, Jointing Material, Asbestos Cloth, Tape, and Boiler Dope. Joints metallic or non-metallic—Rubber and Vegetable Fibre Valves for Air and Circulating Pumps. Gauge Glasses, Packing rings of Asbestos, Rubber and Woodite.

Bell's Asbestos Non-conducting Composition for covering Boilers, Steam Pipes, etc. (only best quality kept). Boilers covered with Bell's Composition repay expense of covering in a few months by saving of fuel. Estimates given for Covering Boilers, etc.

Bell's Asbestos Expansion Tape, Millboard, Insulations, and Rope.

Bell's Asbestos Special Engine Oil—unparalleled for Marine Engines. A large Stock of Engines and Cylinder Oil always on hand.

Bell's Asbestos—a solid Lubricant, clear and efficient—1 lb. is equal to from 2 to 4 gallons of oil.

Bell's Boiler Preservative speedily removes existing scale and prevents corrosion—does not injure the plates.

Asbestos Packed Cocks, Stop Valves, and Gauge Columns. Steam Gauges and other engineers' requisites always in stock. Lists and Prices on application.

BRADLEY & CO., Managers,

Hongkong.

Office, 6, Des Voeux Road, opposite King Edward Hotel entrance.

LANE, CRAWFORD & CO.

The 'PIANOLA' PIANO PLAYER.

The 'PIANOLA' PIANO PLAYER.

L. C. & Co. have just received a further Consignment of PIANOLAS in Ebonized and Mahogany cases, SPECIALLY made for and guaranteed to withstand this climate. The PIANOLA has been endorsed by the World's greatest pianists amongst whom may be mentioned, Paderewski, Sator and Rosenthal. The PIANOLA is acknowledged to be pre-eminent superior to all other self-players.

Demonstrations given daily or by appointment. Full lists and particulars on application.

L. C. & Co. are also SOLE AGENTS in Hongkong for Steinway, Collard and Collard, Broadwood, Dornier and Challen Pianos.

LANE, CRAWFORD & Co.

Hongkong, March 18, 1903.

TIME IS THE TEST OF ALL THINGS.

A sale which has been increasing weekly since first introduced into this Colony points to but one thing. It must needs be good to withstand the immense pressure of uprisings competition and yet defy comparison. Small marvel, therefore, that with the flight of weeks

WATKIN'S CROWN BRAND STONE GINGER BEER

HAS BECOME KNOWN AS THE FAVORITE BEVERAGE OF THIS COLONY.

WATKINS LIMITED, HONGKONG

CONNAUGHT HOUSE HOTEL, QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL, SITUATED NEAR THE BANKS AND PRINCIPAL OFFICES.—EXCELLENT CUISINE AND WINES.

Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator.

Hot and Cold Water throughout. Special Rates for Tourists.

Laundry Service for Guests.

For Terms, apply to

THE MANAGER.

THE HONGKONG DAIRY.

THE TOWN DEPOT IS NOW OPEN.

G. W. GEGG, Manager.

Hongkong, April 1, 1903. 702

THE STAR FERRY COMPANY, LIMITED.

NOTICE.

DURING my temporary absence from the Colony, Mr. R. J. MACGOWAN will act as SECRETARY of the above Company.

By Order of the Board of Directors, EDWARD OSBORNE, Secretary.

Hongkong, March 28, 1903. 684

KODAKS, CAMERAS, FILM.

Dry Plates, Photographic Paper, Chemicals, etc., etc.

Latest Patterns.

in PICTURE-MOULDING

AT

C. E. LEMUNYON'S NEW STORE,

31, Des Voeux Road, P. O. Box 368.

Hongkong, March 27, 1903. 2674

PHOENIX BROTHERS.

No. 57 and 59, QUEEN'S ROAD CENTRAL, HONGKONG.

HAVE always on hand an enormous Stock of Indian, Chinese and Japanese SILKS and GOODS made thread suitable for Ladies and Gentlemen; Cashmere Shawls; Oriental and Egyptian embroideries; Rugs; Persian and Indian Carpets; Jewellery; Maltese Lace Articles; Grass Cloth Embroidered Goods.

Also

Genuine Camphorwood boxes; Fans and several other articles made up of Ivory, Mother-of-pearl, Sandalwood and Tortoise-shell, &c., &c., &c.

Quality will speak for itself. Very moderate Prices.

Hongkong, April 1, 1903. 741

THE HONGKONG DAIRY.

NOTICE.

MR. JOSE MIGUEL ALVES has this day been admitted a PARTNER in our firm.

L. M. ALVARES & CO.

Hongkong, April 1, 1903. 717

W. BREWER & CO.

NEW BOOKS.

The Art of Illustration, by Blackburne ... 10.00

A Dictionary of Birds, by Newton ... 15.00

Life of Edmund Keane, by Molloy ... 3.00

The Love Letters of Honore de Balzac; 2 Vols. ... 10.00

The Good Queen Charlotte, by Fitzgerald ... 5.00

Bozland-Dickens, Places and People, by Fitzgerald ... 3.00

Some Memories of Paris, by Adolphe ... 3.00

Dickens's Works Complete; 15 Vols. ... 17.00

David Harum, by E. N. Westcott ... 2.00

(825,000 copies have now been printed of this Marvellous Book)

TABLE TENNIS. AMERICAN SQUEEZERS PLAYING CARDS. LADY'S AND GENTLEMEN'S BOOTS AND SHOES.

Business Notices.

GREEN ISLAND CEMENT CO., LTD.

Portland Cement.

In casks of 375 lbs net, \$5.50 per cask, ex Factory.

In bags of 250 lbs net, \$3.10 per bag, ex Factory.

FACTORIES—HONGKONG AND MACAO.

Glazed Stoneware, Drain Pipes and Fittings, Glass Paving Bricks and Tiles, Fire Bricks and Fire Clay.

FIRE CLAY WORKS.—DEEP WATER BAY, HONGKONG

For further particulars, apply to

Shewan, Tomes & Co.,

GENERAL MANAGERS.

25 1/2

The Peak Hotel.

Admirably Situated—Sheltered from the North-East Monsoon and Open to the South-West Monsoon.

A COVERED GANGWAY LEADS FROM THE TRAMWAY TERMINUS INTO THE HOTEL.

Telephone No. 23.

89 Telegraphic Address:—'PEAKHOTEL.'

2 Town Office, 7, DUNDRELL STREET.

Cutler, Palmer & Co.,

(Wine Shippers to China since 1816),

Have always Stocks of their well-known Brands with

Hongkong, 15th July, 1901. **SIEMSEN & CO.** 1483

HONGKONG HOTEL.

A FIRST-CLASS HOTEL, PROVIDED WITH EVERY COMFORT. NEWLY-FURNISHED ROOMS. TWO ELEVATORS.

NEW REFRIGERATING PLANT. BEST QUALITY LIQUORS & PROVISIONS.

2196

CHAMPAGNES

FROM

CHARLES HEIDSIECK,

PURVEYOR TO HIS MAJESTY KING EDWARD.

SIEMSEN & CO.,

SOLE AGENTS FOR CHINA AND JAPAN.

VICTORIA DISPENSARY, HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER SODA WATER.

LEMONADE GINGER ALE.

SARSAPARILLA RASPBERRYADE.

TONIC WATER LEMON SQUASH.

AND STONE GINGER BEER.

SPECIAL TERMS to Hotels, Clubs, Messes and other large consumers.

SPRING SEASON, 1903.

DELAINE, SERGES, VYELLAS, TWEEDS, THIN CLOTHS, LACE ROBES in CREAM, BOURN and BLACK EVENING SILKS, SMART THEATRE BLOUSES, LACES, RIBBONS, GLOVES, SUNSHADES, &c., NEW SMART MILLINERY.

The DRESSMAKING and MILLINERY DEPTS. Supervised by Europeans. Strict attention given to all Coast Port orders.

FAIRALL & CO.,

22, QUEEN'S ROAD CENTRAL.

Hongkong, February 14, 1903.

W. BREWER & CO.

NEW BOOKS.

The Art of Illustration, by Blackburne ... 10.00

A Dictionary of Birds, by Newton ... 15.00

Life of Edmund Keane, by Molloy ... 3.00

The Love Letters of Honore de Balzac; 2 Vols. ... 10.00

The Good Queen Charlotte, by Fitzgerald ... 5.00

Bozland-Dickens, Places and People, by Fitzgerald ... 3.00

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David Harum, by E. N. Westcott ... 2.00

(825,000 copies have now been printed of this Marvellous Book)

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CALDBECK, MACGREGOR & CO.

WINE & SPIRIT MERCHANTS,

16, QUEEN'S ROAD,

LONDON—RANGCON STREET—CRUTCHED FRILLES.

SHANGHAI—FOOCHOW ROAD

SINGAPORE—RAFFLES QUAY

HONGKONG—QUEEN'S ROAD.

AGENCIES:—At Principal Ports of China, Straits, Philippines, Borneo and Siam.

ESTD 1864

Telephone No. 76.

Hongkong, March 31, 1903.

BUCHANAN BLEND SCOTCH WHISKY

JAMES BUCHANAN & CO.

SCOTCH WHISKY DISTILLERS.

By Appointment to

H.M. THE KING

and

HER ROYAL HIGHNESS THE PRINCE OF WALES

From LANE, CRAWFORD & CO., MUTUAL STREET, and

Intimations.

G. FALCONER & Co.,
WATCH-MAKERS AND JEWELLERS.
NEW SELECTIONS OF
DIAMOND JEWELLERY AND ENGLISH SILVER WARE.
HIGH-CLASS GOLD AND SILVER WATCHES.
LARGE ASSORTMENT OF SPECTACLES.
PINCE-NEZ AND EYE PRESERVES.
J. FALCONER & Co. are Agents for ROSS'S FAMOUS TELESCOPES AND
BINOCULARS, LORD KELVIN'S NAUTICAL INSTRUMENTS,
ADMIRALTY CHARTS AND BOOKS.
EASTMAN'S KODAKS AND FILMS.
64, QUEEN'S ROAD.

M. MUMEYA,
JAPANESE ARTIST AND PHOTOGRAPHER
ENLARGEMENTS ON BROMIDE PAPER
AND FINISHED IN CRAYON.
ALL KINDS OF WORK DONE FOR AMATEURS.
84, QUEEN'S ROAD CENTRAL.

JAPAN COALS.
NETSU BUSSAN KAISHA
(MITSUI & CO.)
HEAD OFFICE: 43, SHIMOMOTO-CHO, TOKYO.
LONDON BRANCH: 11, LIME STREET, E.C.
HONGKONG BRANCH: 11, PRINCE'S STREET, FIRST FLOOR.
OTHER BRANCHES:
New York, San Francisco, Hamburg, Bremen, Singapore, Sourabaya, Manila, Amoy,
Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chongju, Yokohama,
Yokosuka, Nagoya, Osaka, Kobe, Mito, Kure, Shimoda, Moji, Waka-
matsu, Kanatsu, Nagasaki, Kuchino, Saeki, Mito, Mito, Hakodate,
Taipei, etc.
Telegraphic Address: "NETSU" (A.B.C. and A 1 Codes).
CONTRACTORS OF COAL to the Imperial Japanese Navy and Armies and the
State Railways; Principal Railway Companies and Industrial Works; Home and
Foreign Mail and Freight Steamers.
SOLE PROPRIETORS of the Famous Mito, Tagawa, Yamano, and Ida Coal Mines.
SOLE AGENTS for Hokoku, Hondo, Kamada, Kishima, Mameda, Manoura,
Onoura, Otsuji, Sasahara, Teubakuro, Yehimotani, Yoshio, Yunkobara, and other
Coals.
N. INUZUKA, Manager, Hong Kong.
Hongkong, November 22, 1902.

A healthy child is
naturally full of life.
His mother will tell you.
Rainier Beer
did her a lot of good.
Its pure ingredients
its perfect brewing
when used in moderation
all tend to build up the
system.
Better try it yourself.
**SEATTLE BREWING
& MALTING CO.**
SEATTLE, WASH.
PHONE RAINIER 30.

Per Case 12 dozen Pints. \$18.00
(Special terms to large buyers) or 4 dozen Quarts.

A. S. WATSON & Co., Ltd.,
Sole Agents for Hongkong, China and Japan.

DINNEFORD'S
The Universal Remedy for Acidity of the
Stomach, Headache, Heartburn, Indigestion,
Sour Eructations, Biliary Affections.
Safe and most
Gentle Medicine for
Infants, Children,
Delicate Females,
and the
Suffering from Indigestion.

**DINNEFORD'S
MAGNESIA**

van Houten's
Cocoa
Exquisite Flavor.
Easily Digested.
BEST & GOES FARTHEST.

Intimations.

TENDERS are invited by the HARBOR
MASTER at Hongkong for the CON-
STRUCTION of a STEAM LAUNCH
complete in all respects, with Cabin in fore-
part, Crew's Quarters in after part, and
Small Shelter House at after end of Cabin
skylight.
Speed on trial not less than 10 knots.
Cost delivery, including delivery, not to ex-
ceed \$1,500.
Tenders with Specification, Drawings and
time required for completing, will be
received until APRIL 30th, 1903.
Addressed—
THE HARBOR MASTER,
Hongkong.

TENDER
WEL-HAL-WEI
LAUNCH.
Hongkong, April 2, 1903. 733

GOVERNMENT NOTIFICATION.
INFORMATION has been received from
the MILITARY AUTHORITIES that
MACHINE GUN FIRE will be carried out
against Lion Hill, in the New Territory, on
MONDAY, the 6th April, 1903, at 9 a.m.
By Command,
F. H. MAY,
Colonial Secretary.

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GOVERNMENT NOTIFICATION.
INFORMATION has been received from
the MILITARY AUTHORITIES that
MACHINE GUN FIRE will be carried out
against Lion Hill, in the New Territory, on
MONDAY, the 6th April, 1903, at 9 a.m.
By Command,
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Intimations.

THE EASTERN EX- TENSION AND
THE GREAT
AUSTRALASIA AND TELEGRAPH
CHINA TELE- COMPANY OF
GRAPH COMPANY, COPENHAGEN,
LIMITED.

QUARTERLY REVISION OF CUR-
RENCY CHARGES ON CABLE-
GRAMS.

NOTICE to the COMPANIES
of 20th December last,
the SENDERS of TELEGRAMS are
hereby advised that from the 1st APRIL
next the Charges for Telegrams will, sub-
ject to Revision after THREE MONTHS,
be collected at the rate of \$0.05 to equal
ONE FRANC.

J. M. BROOK,
Superintendent.
Hongkong Station,
Hongkong, March 26, 1903. 673

NOTICE.
LOUIS M. LEVY,
MANAGER of the ZORILLA GRAND
OPERA HOUSE and ORPHEUM VAU-
DEVILLE THEATRE, desires to correspond with
Theatrical and Opera Companies as well as
Vaudeville Artists, now to ring the Orient
—Address—
P. O. Box X 205, Manila P. I.

ZETLAND HOUSE,
No. 10, QUEEN'S ROAD CENTRAL.
SUPERIOR ACCOMMODATION.
Modern Charges.
MRS. WATLING,
Proprietress.
Hongkong, January 14, 1903. 96

MEB CHEUNG,
HIGH-CLASS PHOTOGRAPHER.
Developing and Printing for Amateur
ENLARGEMENTS A SPECIAL FEATURE.
BRANCH
HONGKONG HOTEL CORRIDOR,
1587

TANG YUEN.
BOARDING ESTABLISHMENT.
Splendid View of Harbour.
No. 18, MACDONNELL ROAD.
Under European Management.
Apply at the House,
At FAIRALL & CO.,
Opposite Hongkong Hotel.
Hongkong, 1st January, 1903. 97

THE EUROPEAN BAKERY.
HANS WEISMANN,
PROPRIETOR.
BEGS to notify his Customers in Hong-
kong, that he has OPENED, in
connection with his Bakery, a Depot in 13,
WELLINGTON STREET, as a CAFE and RE-
FRESHMENT ROOM, comfortably furnished
for Ladies.
Also, from the 1st April, No. 11, BEA-
CONSFIELD ARCADE.
All kinds of Cakes of the best and purest
quality; also, different kinds of Ice Cream,
Custard, and American Drinks, Jellies,
Milk Pies, Mince Rolls, etc., will be
obtained there.
Orders will be promptly attended to.
Telephone 956.
H. WEISMANN.
Hongkong, March 26, 1903. 684

THE CHINA AND JAPAN
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ELECTRIC COMPANY,
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SUBSCRIPTIONS.
Payable Quarterly in Advance.

EXCHANGE LINES:
\$100, and Private Lines by
arrangement.
N.B.—A Special Charge is made for
Lines of more than average
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DESK TELEPHONES.
For a small additional annual charge Desk
Sets can be supplied.
ELECTRIC FANS.
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Of Every Description in Stock,
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BATTERIES, CHEMICALS, ELECTRIC BELLS,
INSULATORS, LIGHTNING CONDUCTORS,
SWITCHES, TELEPHONES, WIRE, etc., etc.
Send for Price Lists.
ELECTRIC BELL
INSTALLATIONS.
Erected and Maintained.
Estimates given. Free for all kind
of Electrical Work.
Trained Mechanics sent to Out-Ports of
fit up Installations if required.
NOTE ADDRESS: 2 ICE HOUSE
ROAD.
For full particulars, etc., etc.,
Apply to
W. THOMAS HARRISON,
A.M. Inst. C.E.
Hongkong, April 2, 1903. 140

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"ANGLO-AMERICAN"
行洋 STORES, 樂保
Hongkong, No. 1 & 3, Wellington St.
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HIGH-CLASS PROVISION DEALERS.
SUPPLIES FRESH
MONTHLY.
SPECIAL CARE TAKEN TO GIVE SATISFACTION BOTH TO RESIDENT AND COAST PORT CUSTOMERS.
Price List will be forwarded on Application.
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No. 31 Mosque Junction
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TOP FLOOR of "SEAVIEW," Wanchai Gap Road. Cool and Healthy Situation. Full view of Harbour.
MORRISON HILL GATE. New four roomed HOUSES. Comfortable Flats in "WILD DELL."
And others to suit various requirements.
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sell on the fact that the deal will tend to add to the trade of the Empire by benefiting Canada, and he holds with satisfaction the fact that this splendid fleet of steamers have not been transferred to any company or country outside British dominions.

The negotiations which are reported for the purchase of the Beaver Line by the Canadian Pacific Railway are chiefly of interest because they are a step forward towards the point at which Canada can become the great highway between the West of Europe and the East of Asia. None of the steamers of the Beaver Line are of sufficient speed to take their places in a line of fast passenger and mail steamers between Canada and the United Kingdom, but they are good examples of the class which is known on the Atlantic as intermediate steamers, and by employing them to carry freight and passengers who do not wish to pay high fares for express speed the Canadian Pacific has its hands free to organize a line of steamers with a speed of twenty knots or more to perform the long-expected swift mail service to and from Canada. So long as August 1891, the Canadian Pacific Railway proved that it was possible to deliver mails in London from Japan in twenty-one days. That was a special effort. Soon after their steamers of the Elgin Line began to run between Yokohama and Vancouver, but the voyage could be done in shorter time now, for the mails in 1891 were sent round by New York, and it took seven days from the time they were put on board of the City of New York at New York till they were delivered in London. But the steamers of the Elgin Line are only seventeen-knot boats at best, and if they were replaced on the Pacific by twenty-knot steamers—and that will certainly take place soon—and the mail train from Vancouver sent on to Halifax instead of New York, and at Halifax be put on board a twenty-knot steamer to cross the Atlantic, the time between Yokohama and London would not be more than seventeen days, and thus the Far East would be as near as in point of time as New York was forty years ago, when the slower mail steamers of that day met head winds on their passage across the Atlantic. The steamers to perform the fast mail service to and from the Far East by way of Canada have all to be built yet, but if once the contract for a fast service were arranged the steamers required would in no long time be in the hands of the builders.

UNCLAIMED TREASURES.

There is no lack of treasures in the world; the trouble is that they are all claimed, or if indeed there be any unclaimed (and surely there must be some such), they are so difficult to find that for the rank and file of mankind they might as well be among the clouds. Treasures, or not exist at all. That was a delightful comment which Charles Reade paid to old maid when he called them unclaimed treasure. Because a thing is unclaimed or rejected, no man implies its worthlessness. A goodly proportion of the masterpieces of literature have been rejected by publishers, Thackeray's incomparable *Vanity Fair* among the number. The only positive proof of a thing being a treasure is its having stood the time test. For thousands of years gold has everywhere been regarded as valuable, and people never cared less inclined to go back on that opinion than they do to-day. For thirty-four years *Mother Selig's* Curative Syrup has been the most popular medicine. Not a year passes without a large extension of its use, and a day without volume of its testimony as to its power for good. It is a treasure, but by no means an unclaimed one. On the contrary, it is claimed as the family British home. There is no matter for wonder in these figures, great as they are when the benefit which it confers is more often than not fully as great as that described in the following highly-earned declaration:—

"I, John Duddy Minott, of Nannington, in the county of Yorkshire, do solemnly and sincerely declare as follows: I have used *Mother Selig's* Curative Syrup for many years a martyr to indigestion and a severely disordered stomach, and that had it not been for *Mother Selig's* Curative Syrup I should be dead to-day. I don't know whether I should be alive to-day. For a year or two before I broke down, I never knew what it was to have a day's good health. I was always ailing. The local curative tried, and I felt drowsy, despondent, and miserable. Ordinarily, I had a very good appetite, but just then my food began to disagree with me, and I felt uncomfortable after it. There was a fulness and distension of the stomach that seemed to split the heart. My breath was very short. Finally, a pain settled in the chest and under the left shoulder. I ought to have attended to it at once, but I was unfortunately neglected to do so, consequently the disease developed. I had always an unpleasant taste in the mouth, and my tongue was dry and parched. My appetite, however good, was and is now very poor, and after forcing myself to eat I often had violent pains in the stomach, and used to break out into a cold perspiration, feeling so chilled that I shivered from head to foot. My condition becoming so serious, I consulted a doctor, but in spite of all he did for me I grew worse, and at the end of six weeks was advised to go into a hospital at York. There I was treated with great kindness, but I think my case must have puzzled the doctors for, after detaining me eleven weeks they sent me away my illness. When I got home my mother was shocked at my appearance. She has since said that she believed I had come home to die. I was troubled with absolute constipation, my sleep was broken, and when I lay awake it seemed as if the bed were sinking under me. Night sweats ruled me of the little strength I had left, and I was so weak that I could scarcely walk across the room. To go upstairs, I had to crawl on my hands and knees, and it was only with the greatest difficulty that I got down to the sofa again next day. Thus I was for three years a confirmed invalid. Meanwhile, I had seen a specialist whose treatment seemed to do me good at first; but in the end I found myself as bad as ever. Almost in despair, and as a last resource, I tried *Mother Selig's* Curative Syrup. Ah, if only I had tried it before! I began to mend as soon as I had taken half of the first bottle. My appetite improved, sleep came, and I felt better. I agreed with me. The night sweats ceased, and gradually strength returned, so that by the aid of a walking stick I could get about. My constipation was a long one, but by persevering with the Syrup, all the bad symptoms left me, and I was able to resume my work again. My present employment is a very arduous one, compelling me to expose myself to all kinds of weather; still, I feel none the worse for it. Believing that it may benefit some other sufferer, I regard it as my duty to make these facts known. And I make this solemn declaration conscientiously believing the same to be true. By virtue of the Statutory Declaration Act of 1895 (William IV. c. 62) Declared at Nannington, in the county of Yorkshire, the 6th of May, 1900, by John Duddy Minott, before Arthur L. C. Russell, Commissioner for Oaths."

三 字 樣
1. THE TRI-METRIC CLASSIC.
千 字 文
2. THE THOUSAND WORDS POEM.
Translated from the Chinese
by E. J. ERLEN, PH.D.
To be had—Price 40 Cents the set—from
the CHINA MAIL Office, 5 Wyndham Street.

CHINESE-AMERICAN
COMMERCIAL COMPANY,
IMPORTERS, EXPORTERS & MANUFACTURERS.

CAPITAL \$1,000,000 U.S. GOLD.
HEAD OFFICE: SAN FRANCISCO, CALIFORNIA.

WE beg to announce that the HONGKONG BRANCH of the above Company has been OPENED at Nos. 20 & 21, CONNAUGHT ROAD, nearly opposite Blake Pier.

We are DIRECT REPRESENTATIVES and AGENTS for numerous Manufacturers. We carry a varied and extensive line of Samples, and our patrons will find some of distinct advantage when ordering through us.

CHINESE-AMERICAN COMMERCIAL COMPANY,
Nos. 20 & 21, CONNAUGHT ROAD.
Hongkong, March 24, 1903.

THE CHINA LIGHT & POWER
COMPANY, LIMITED.

ELECTRIC LIGHT PLANTS NOW IN OPERATION IN CANTON AND KOWLOON.

INCANDESCENT LAMP, ARC LAMPS and NERNST LAMPS SUPPLIED.

ESTIMATES MADE FOR ALL KINDS OF ELECTRICAL WORK AND SUPPLIES.
Apply to— THE MANAGER OF WORKS AT HUNGKONG;
or
SHEWAN, TOMES & CO., General Managers.

RICHMOND GEM
CIGARETTES.

Richmond Gem Cigarettes are made from Pure Sun Cured Virginia Natural Leaf Tobacco.

ABSOLUTELY PURE.

THE NEATEST THING OF THE DAY.

PACKED BY A SPECIAL VACUUM PROCESS IN AIR-TIGHT TINS OF 508, WITH BAMBOO MOUTHPIECE AND A HANDSOME CURVED CIGARETTE CASE WHICH FITS THE POCKET.

To be obtained of Messrs Kruse & Co.,
MANUFACTURED BY
American Tobacco Co. Branch,
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MIDZUSHIMA & CO.,

COAL MERCHANTS,
NO. 4, QUEEN'S ROAD CENTRAL
(FACING DUDDELL STREET).

HEAD OFFICE:—NO. 5, SAKAMACHI, KOBE, JAPAN.
MOJI BRANCH:—UCHIYOMACHI, MOJI.
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IMPORTERS OF JAPANESE COALS.

Contractors of Coal to the Compagnie des Messageries Maritimes de France, Foreign and Japanese Steamers, Arsenal and Japanese Railway Companies, &c. Sole Proprietors of Kumamoto and Tenjin Coal Mines. Sole Agents for Kawamiya, Komatsugawa, Tenjin, Minato, Keifu, and Kanagawa Collieries.

K. UYEMURA, Manager.

Hongkong, 4th March, 1903.

TAKE
HOLLOWAYS
PILLS
For Indigestion, Heartburn,
Biliousness, Jaundice,
and all Complaints of the
Liver and Kidneys.
THEY ARE INVALUABLE
FOR THE USE OF FEMALES.

Manufactured only at 78, New Oxford Street, London. Sold by all Chemists and Medicine Vendors.

LEA &
PERRINS'
SAUCE.
Purchasers are requested to see that every bottle bears, upon its RED LABEL, the signature in WHITE of Lea & Perrins. None is the original and genuine Worcestershire without this. Persons imitating this label will be prosecuted.

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三 字 樣
1. THE TRI-METRIC CLASSIC.
千 字 文
2. THE THOUSAND WORDS POEM.
Translated from the Chinese
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HOTEL ORAIGIEBURN.

PLUNKET'S GAP, THE PEAK,
near the TRAM TERMINUS. T. LEPHONE 56.

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FAMILY HOTEL.

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THE WAVERLEY HOTEL.

102 HOUSE STREET, HONGKONG.
A First-Class Private Family Hotel.

HANDSOMELY FURNISHED and
Exceedingly Spacious Rooms.
Very MODERATE TERMS to FAMILIES by the DAY or MONTH.

Hongkong, December 18, 1900 2639

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Light, airy and well-furnished Double and
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Apply on the Premises to
Mrs G. S. WEBB.

Hongkong, December 13, 1902 2024

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IN SIAM

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Twelve 50 a year.
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Twelve 2, one insertion; Twelve 4 cents
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Read by all Classes in the Colony
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POPULAR & LEADING PAPER.

Established over Half-a-Century

His Britannic Majesty's Ships on the China Station.

Name.	Class	Tons.	Guns.	H.P.	Captain.	Last reported at.
Alacrity	despatch-vessel	1700	—	3000	Comdr. Seymour E. Brooke	Hongkong
*Albion	battleship, 1st class	12,950	16	13,500	Captain T. H. M. Jerram	Hongkong
Algerine	cruiser	1050	6	1400	Commander R. Nugent	Hongkong
Amphitrite	cruiser, 1st class	11,000	16	18,000	Capt. Charles Windham, C.V.O.	Japan
Argonaut	cruiser, 1st class	11,000	16	18,000	Captain George H. Cherry	Hongkong
Blenheim	cruiser, 1st class	9000	12	13,000	Captain E. G. Stoford	Japan
Bramble	gunboat, 1st class	710	6	1300	Lieut.-Com. F. M. Leake	Hongkong
Britomart	gunboat, 1st class	710	6	1300	Lieut.-Comdr. T. D. Pratt	Hongkong
Cressy	cruiser, 1st class	12,000	14	21,000	Captain Henry M. Tudor	Hongkong
Chorub	water tank and tug	350	—	300	—	Hongkong
Delphin	cruiser, 2nd class	5600	11	9600	Captain Robert H. S. Stokes	Hongkong
Esperanza	3-lt. 3rd class coast defence	383	3	200	—	Shanghai
Esperanza	sloop	1070	10	1400	Comdr. Ernest Barton	Shanghai
Faun	torpedo boat destroyer	360	4	6700	—	Shanghai
Fearless	cruiser, 3rd class	1850	12	3200	Comdr. John J. Graham	Hongkong
Finland	gunboat, 2nd class	435	4	300	In Reserve	Hongkong
*Glory	battleship, 1st class	12,950	16	13,500	Captain W. A. Carter	Hongkong
Goliath	battleship, 1st class	12,950	16	13,500	Capt. F. H. Henderson, C.M.G.	Hongkong
Handy	torpedo boat destroyer	275	4	4000	Lieut.-Com. G. C. Hardy	Shanghai
Hart	torpedo boat destroyer	275	4	4000	—	Shanghai
Humber	torpedo boat destroyer	1640	6	800	Comdr. J. D. Dainton	Hongkong
Janus	torpedo boat destroyer	280	4	3900	Fleet Reserve	Hongkong
Kinsha	river gunboat	180	2	800	Lt.-Comdr. G. B. Powell	Yangtze-Kiang
Moorhen	river gunboat	180	2	800	Lt.-Comdr. G. Webster	Canton
Mutine	sloop	980	10	1400	Comdr. C. W. M. Penderleath	Hongkong
Ocean	battleship, 1st class	12,950	16	13,500	Captain R. W. White	Hongkong
Udder	torpedo boat destroyer	350	6	6300	Lt.-Com. C. P. Mansel	Shanghai
Phoenix	sloop	1015	6	1400	Commander W. H. Nicholson	Hongkong
Pique	cruiser, 2nd class	3600	8	7000	Capt. Harry C. Reynolds	Singapore
Ramblor	surveying-vessel	835	6	650	Captain Morris H. Smyth	Hongkong
Rinaldo	sloop	980	10	1400	Com. J. St. A. Wake	Hongkong
Robin	river gunboat	85	2	240	Lt.-Com. John P. Irwin	Canton
Rosario	sloop	980	6	1400	Comdr. G. A. W. Hamilton	Hongkong
Sandpiper	river gunboat	85	2	240	Lieut.-Com. Murray Lockhart	Shanghai
Snipe	river gunboat	85	2	240	Lt.-Comdr. Worley	Hongkong
Taku	torpedo boat destroyer	250	6	6500	Fleet Reserve	Hongkong
Talbot	cruiser, 2nd class	5650	11	9600	Captain Lewis Bayly	Hongkong
Tamar	receiving ship	4650	8	—	Commodore Robinson	Shanghai
Tear	river gunboat	180	2	800	Lt.-Comdr. R. W. Daltry	Shanghai
Tweed	coast defence gunboat	383	3	200	Lieut. Forbes	Wesong
Vestal	sloop	980	10	1400	Comdr. S. St. John Farquhar	Hongkong
Waterwitch	surveying ship	830	—	450	Lt.-Comdr. Ernest C. Hardy	Hongkong
Whiting	torpedo boat destroyer	275	4	6000	Lt.-Com. G. Mackenzie, D.S.O.	Shanghai
Woodcock	river gunboat	150	2	550	Lieut.-Com. Hugh Somerville	Hongkong
Worcester	river gunboat	150	2	550	Lieut.-Com. Chilcott	Shanghai

* Flag of Vice-Admiral Sir Cyprian A. G. Bridge, K.C.B., Commander-in-Chief.

** Flag of Rear-Admiral Harry T. Grenfell, C.M.G.

Foreign Men-of-war on the China and Japan Station.

Name.	Flag and Description.	Tons.	Guns.	H.P.	Captain.	Last reported
Kaiser Karl VI	Austrian cruiser	6250	20	12,800	Captain Drogger	Foochow
Alouette	French gunboat	300	—	—	Lieut. A. Belloy	Shanghai
Argus	French gunboat	—	—	—	Capt. Crespin	Canton
Aspic	French gunboat	475	3	450	Commander Journot	Saigon
Avachene	French gunboat	—	—	—	—	Canton Bive
Bengali	French gunboat	580	—	—	Lieut. Fille	Haihung
Bugeaud	French cruiser	4009	19	9000	Capt. Lefevre	Nanking
Chateaufort	French cruiser	8000	—	—	Captain de Pampelonne	Saigon
Comete	French gunboat	525	—	—	Commander Londe	Haihung
Doudart	French gunboat	600	—	—	Commander Leamy	Shanghai
Enteuse	French cruiser	8114	14	13,600	Capt. Zaganaky	Tientsin
Erant	French cruiser	3739	10	9000	Captain Seris	Wesong
Kersaint	French gunboat	1250	6	2200	Capt. Le Gollor	Haihung
Lion	French gunboat	470	—	—	Capt. Bécus	Saigon
Olry	French gunboat	—	—	—	Capt. Hurst	Yangtze
Redoubtable	French cruiser	3888	14	8500	Captain Souda	Shanghai
Styx	French cruiser	9437	8	6071	Captain Bonifoy	Shanghai
Surprise	French gunboat	1800	—	—	Capt. Vincent	Saigon
Taklang	French gunboat	620	2	900	Captain Mornet	Kwangchowwan
Vauban	French cruiser	—	—	—	—	Yangtze
Vigilant	French gunboat	—	—	—	Captain Blondel	Along Bay
Vipers	French gunboat	—	—	—	—	Canton
	French gunboat	400	4	441	Ce adr. Villeneuve	Saigon
Russard	German cruiser	1600	8	2900	Comdr. Huss	Tientsin
Fürst Bismarck	German battleship	11,000	36	14,000	Captain Friedrich	Amoy
Gaeta	German cruiser	1050	8	1600	Comdr. Wuthmann	Shanghai
Hector	German cruiser	6000	20	10,000	Capt. van Sennern	Saigon
Hortha	German cruiser	6000	20	10,000	Capt. Ingenohl	Amoy
Itis	German gunboat	1000	10	1300	Comdr. Commander Platen	Swatow
Jaguar	German gunboat	900	10	1300	Comdr. Willbrandt	Hongkong
Lueth	German gunboat	850	10	1300	Comdr. Kroneke	Yangtze
Seeadler	German cruiser	1600	8	2900	Comdr. Hoffmann	Nanking
Tiger	German gunboat	900	10	1300	Comdr. Schröder	Tientsin
Vorwarts	German gunboat	—	—	—	Lieut.-Comdr. von Weiss	Shanghai
Thetis	German cruiser	—	—	—	Captain Dick	Shanghai
Lombardia	Italian cruiser	2900	10	6845	Captain John Boot	Shanghai
Piemonte	Italian cruiser	2500	32	12,000	Captain Armetta	Shanghai
Vesuvio	Italian cruiser	4500	14	6820	Captain Zevi	Shanghai
Diu	Portuguese gunboat	720	—	—	Captain d'Azavedo	Macao
Zaire	Portuguese gunboat	800	—	—	Capt. F. J. Barboza Leal	Macao
Alouet	Russian gunboat	510	6	730	Comdr. Günter	Vladivostok
Amur	Russian cruiser	2600	5	4700	Comdr. Granatichikoff	Port Arthur
Askold	Russian cruiser	8000	—	—	Capt. Reitzelschtein	Nagasaki
Bobro	Russian gunboat	1050	8	1150	Comdr. Zaslavsky	Newchwang
Gaidamak	Russian gunboat	600	8	8500	Comdr. Yonoff	Port Arthur
Grumachy	Russian gunboat	1400	8	9000	Comdr. Zaganaky	Nagasaki
Gromoloi	Russian battleship	12,354	44	14,500	Captain Jessen	Nagasaki
Gullikoi	Russian gunboat	1000	6	1000	Comdr. Shunoff	Shanghai
Koreetz	Russian gunboat	1213	7	1500	Comdr. Novakovsky	Nanking
Mandjour	Russian gunboat	1224	7	1400	Comdr. Muraviev	Shanghai
Devajuy	Russian gunboat	1400	8	9000	Comdr. Vasiloff	Port Arthur
Porevitz	Russian battleship	12,374	15	14,500	Captain Koroleff	Nagasaki
Petrovlovsk	Russian battleship	10,960	18	10,000	Captain Jakovlev	Port Arthur
Pollava	Russian battleship	10,960	16	10,000	Captain Abooroff	Port Arthur
Ragayevsk	Russian cruiser	19	1354	1936	Comdr. Lur	Kwangchowwan
Rosin	Russian protected cruiser	12,200	32	17,000	Captain Sapozhennikov	Vladivostok
Rurik	Russian protected cruiser	10,923	26	15,250	Capt. Matsusovitch	Nagasaki
Sevastopol	Russian battleship	10,960	18	10,000	Captain Serebrennikoff	Nagasaki
Silatch	Russian gunboat	820	2	1125	Lieut.-Comdr. Ivanoff	Port Arthur
Sivooche	Russian gunboat	1050	8	1120	Comdr. Glinch	Port Arthur
Svayvsky	Russian cruiser	6300	27	20,000	Capt. Bal	Port Arthur
Vasyuk	Russian gunboat	600	9	8500	Comdr. Zagoriansky-Kissel	Port Arthur
Zabiska	Russian cruiser	1230	8	1194	Comdr. Abramoff	Port Arthur
Annapolis	U. S. gunboat	1000	10	1277	Commander Karl Rohrer	Hongkong
Cullam	U. S. gunboat	1000	10	1277	Lieut. E. J. Anderson	Shanghai
Don Juan de Austria	U. S. gunboat	1150	8	1600	Commander C. G. Bowman	Amoy
Elcano	U. S. gunboat	510	—	—	Lt.-Comdr. A. G. Winterhalter	Amoy
Frolic	U. S. gunboat	—	—	—	Lieut.-Comdr. J. M. Heim	—
General Alava	U. S. gunboat	1800	8	1988	Lieut.-Comdr. W. F. Hale	Manila
Gladiolus	U. S. gunboat	1392	8	—	Comdr. Stanton	Hongkong
Isle de Cuba	U. S. flag ship	400	—	—	Captain Parker	Hongkong
Kentucky	U. S. flag ship	11,500	41	10,000	Captain C. H. Stockton	Manila
Maui	U. S. gunboat	1900	2	750	Comdr. T. H. Stevens	Shanghai
Minosnoek	U. S. monitor	3990	6	3000	Captain Mahan	Shanghai
Monoway	U. S. monitor	3990	6	3000	Capt. Balch-Wise	Manila
Montezuma	U. S. monitor	4084	4	5244	Comdr. Drake	Canton
New Orleans	U. S. cruiser	4140	—	—	Captain Ingersoll	Hongkong
New York	U. S. flag ship	8200	24	17,401	Captain M. R. S. MacKenzie	Amoy
Oregon	U. S. cruiser	5797	9	8000	Captain Burwell	Hongkong
Prairie	U. S. gunboat	1000	6	800	Commander J. R. Selridge	Nagasaki
Rainbow	U. S. cruiser	6000	—	—	—	Manila
Vicksburg	U. S. cruiser	1000	10	1118	Commander Breckling	Hongkong
Villalobos	U. S. gunboat	400	—	—	Lieut. J. C. Bortolotto	Amoy
Wilmington	U. S. gunboat	1370	8	1894	Commander E. S. Pratt	Amoy
Yorktown	U. S. gunboat	1297	6	1801	Comdr. Alder Ward	Manila

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17a Queen's Road.

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DRAWING-ROOM,
DINING-ROOM,
and BEDROOM
FURNITURE.
ELECTRO-PLATED,
GLASS and
CHINA WARES.
PASTEUR'S MICROBE-
PROOF FILTERS,
ROCHESTER LAMPS,
WHITE TURKISH
TOWELS and
COUNTERPANES.

COOKING RANGES,
KITCHEN UTENSILS,
and HOUSEHOLD
REQUISITES.

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BELOW COST**

The whole of our
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Dress Goods, Muslins,
Silks, Prints, Cash-
meres, Shirtings, Fancy
Flannels and Flanne-
lettes.

Must be cleared to make
room for new Stock.

A FEW OF OUR PRICES.

MEASURES.		HUNS.		HUNGS	
Price.	Sale Price.	Price.	Sale Price.	Price.	Sale Price.
100	1.50	1.50	1.50	1.50	1.50
50	1.50	1.50	1.50	1.50	1.50
25	1.50	1.50	1.50	1.50	1.50
10	1.50	1.50	1.50	1.50	1.50
5	1.50	1.50	1.50	1.50	1.50
2	1.50	1.50	1.50	1.50	1.50
1	1.50	1.50	1.50	1.50	1.50
1/2	1.50	1.50	1.50	1.50	1.50
1/4	1.50	1.50	1.50	1.50	1.50
1/8	1.50	1.50	1.50	1.50	1.50
1/16	1.50	1.50	1.50	1.50	1.50
1/32	1.50	1.50	1.50	1.50	1.50
1/64	1.50	1.50	1.50	1.50	1.50
1/128	1.50	1.50	1.50	1.50	1.50
1/256	1.50	1.50	1.50	1.50	1.50
1/512	1.50	1.50	1.50	1.50	1.50
1/1024	1.50	1.50	1.50	1.50	1.50
1/2048	1.50	1.50	1.50	1.50	1.50
1/4096	1.50	1.50	1.50	1.50	1.50
1/8192	1.50	1.50	1.50	1.50	1.50
1/16384	1.50	1.50	1.50	1.50	1.50
1/32768	1.50	1.50	1.50	1.50	1.50
1/65536	1.50	1.50	1.50	1.50	1.50
1/131072	1.50	1.50	1.50	1.50	1.50
1/262144	1.50	1.50	1.50	1.50	1.50
1/524288	1.50	1.50	1.50	1.50	1.50
1/1048576	1.50	1.50	1.50	1.50	1.50
1/2097152	1.50	1.50	1.50	1.50	1.50
1/4194304	1.50	1.50	1.50	1.50	1.50
1/8388608	1.50	1.50	1.50	1.50	1.50
1/16777216	1.50	1.50	1.50	1.50	1.50
1/33554432	1.50	1.50	1.50	1.50	1.50
1/67108864	1.50	1.50	1.50	1.50	1.50
1/134217728	1.50	1.50	1.50	1.50	1.50
1/268435456	1.50	1.50	1.50	1.50	1.50
1/536870912	1.50	1.50	1.50	1.50	1.50
1/1073741824	1.50	1.50	1.50	1.50	1.50
1/2147483648	1.50	1.50	1.50	1.50	1.50
1/4294967296	1.50	1.50	1.50	1.50	1.50
1/8589934592	1.50	1.50	1.50	1.50	1.50
1/17179869184	1.50	1.50	1.50	1.50	1.50
1/34359738368	1.50	1.50	1.50	1.50	1.50
1/68719476736	1.50	1.50	1.50	1.50	1.50
1/137438953472	1.50	1.50	1.50	1.50	1.50
1/274877906944	1.50	1.50	1.50	1.50	1.50
1/549755813888	1.50	1.50	1.50	1.50	1.50
1/1099511627776	1.50	1.50	1.50	1.50	1.50
1/2199023255552	1.50	1.50	1.50	1.50	1.50
1/4398046511104	1.50	1.50	1.50	1.50	1.50
1/8796093022208	1.50	1.50	1.50	1.50	1.50
1/17592186044416	1.50	1.50	1.50	1.50	1.50
1/35184372088832	1.50	1.50	1.50	1.50	1.50
1/70368744177664	1.50	1.50	1.50	1.50	1.50
1/140737488355328	1.50	1.50	1.50	1.50	1.50
1/281474976710656	1.50	1.50	1.50	1.50	1.50
1/562949953421312	1.50	1.50	1.50	1.50	1.50
1/1125899906842624	1.50	1.50	1.50	1.50	1.50
1/2251799813685248	1.50	1.50	1.50	1.50	1.50
1/4503599627370496	1.50	1.50	1.50	1.50	1.50
1/9007199254740992	1.50	1.50	1.50	1.50	1.50
1/18014398509481984	1.50	1.50	1.50	1.50	1.50
1/36028797018963968	1.50	1.50	1.50	1.50	1.50
1/72057594037927936	1.50	1.50	1.50	1.50	1.50
1/144115188075855872	1.50	1.50	1.50	1.50	1.50
1/288230376151711744	1.50	1.50	1.50	1.50	1.50
1/576460752303423488	1.50	1.50	1.50	1.50	1.50
1/1152921504606846976	1.50	1.50	1.50	1.50	1.50
1/2305843009213693952	1.50	1.50	1.50	1.50	1.50
1/4611686018427387904	1.50	1.50	1.50	1.50	1.50
1/9223372036854775808	1.50	1.50	1.50	1.50	1.50
1/18446744073709551616	1.50	1.50	1.50	1.50	1.50
1/36893488147419103232	1.50	1.50	1.50	1.50	1.50
1/73786976294838206464	1.50	1.50	1.50	1.50	1.50
1/147573952589676412928	1.50	1.50	1.50	1.50	1.50
1/295147905179352825856	1.50	1.50	1.50	1.50	1.50
1/590295810358705651712	1.50	1.50	1.50	1.50	1.50
1/1180591620717411303424	1.50	1.50	1.50	1.50	1.50
1/2361183241434822606848	1.50	1.50	1.50	1.50	1.50
1/4722366482869645213696	1.50	1.50	1.50	1.50	1.50
1/9444732965739290427392	1.50	1.50	1.50	1.50	1.50
1/18889465931478580854784	1.50	1.50	1.50	1.50	1.50
1/37778931862957161709568	1.50	1.50	1.50	1.50	1.50
1/75557863725914323419136	1.50	1.50	1.50	1.50	1.50
1/151115727451828646838272	1.50	1.50	1.50	1.50	1.50
1/302231454903657293676544	1.50	1.50	1.50	1.50	1.50
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1/4835703278458516698824704	1.50	1.50	1.50	1.50	1.50
1/9671406556917033397649408	1.50	1.50	1.50	1.50	1.50
1/19342813113834066795298816	1.50	1.50	1.50	1.50	1.50
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1/77371252455336267181195264	1.50	1.50	1.50	1.50	1.50
1/154742504910672534362390528	1.50	1.50	1.50	1.50	1.50
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1/1237940039285380274899124224	1.50	1.50	1.50	1.50	1.50
1/2475880078570760549798248448	1.50	1.50	1.50	1.50	1.50
1/4951760157141521099596496896	1.50	1.50	1.50	1.50	1.50
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1/79228162514264337575919951616	1.50	1.50	1.50	1.50	1.50
1/158456325028528675151839903232	1.50	1.50	1.50	1.50	1.50
1/316912650057057350303679806464	1.50	1.50	1.50	1.50	1.50
1/633825300114114700607359612928	1.50	1.50	1.50	1.50	1.50
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1/2535301200456458802429438451712	1.50	1.50	1.50	1.50	1.50
1/5070602400912917604858876903424	1.50	1.50	1.50	1.50	1.50
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1/3245185536642667267109780118192	1.50	1.50	1.50	1.50	1.50
1/6490371073285334534219560236384	1.50	1.50	1.50	1.50	1.50
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1/664613997860182483040082968205696	1.50	1.50	1.50	1.50	1.50
1/1329227995720364966080165936411392	1.50	1.50	1.50	1.50	1.50
1/2658455991440729932160331872822784	1.50	1.50	1.50	1.50	1.50
1/5316911982881459864320	1.50	1.50	1.50	1.50	1.50

Public Bath-houses, the conservation of open spaces, the training of nurses, the increase of the water supply, and the better regulation of the water supply, are measures which will improve the health of the Colony, and finally eradicate those forms of epidemic and infectious disease.

10. That the almost bloodless pacification of the New Territory, together with the establishment of local tribunals and the promotion of agriculture and industry there, the improvement and augmentation of the police and district magistracy, the stern suppression of secret societies, and the deportation of hardened criminals and dangerous characters, have tended to preserve the peace and good order of this Colony in a manner the most effective and unsurpassed.

11. That the maintenance of unbroken friendly relations with the local Government at Canton, frequently under very trying circumstances, especially during the troublous time of the taking over of the New Territory and during the Boxer rising in the North of the Chinese Empire, has inspired Your Petitioners with the utmost confidence in the diplomatic as well as the administrative abilities of Sir Henry Blake, and this confidence has spread a tranquil feeling over the mind of Chinese residents notwithstanding the many recent disquieting rumours of rebellious risings in the neighbouring provinces and of possible foreign complications.

12. That the new Public Health and Buildings Ordinance reserves large discretionary powers to the Governor and several of his Executive Officers, and that the carrying out of all its most important provisions requires much experience, discretion, and consideration. In the humble opinion of Your Petitioners, this Ordinance, if enforced by a Governor who commands the confidence of the vast majority of the public, will prove a success from the first; otherwise, it will probably be attended with much difficulty and friction.

13. That provision for a largely increased supply of water to the Colony by further arrangements for its conservation and distribution, together with provision for the housing and spread of the Chinese working classes, is considered by your Petitioners to be absolutely necessary for their welfare and the sanitary improvement of the whole Colony, and that your Petitioners have good reason to believe that His Excellency the Governor is now devising schemes to meet immediate and future requirements in these respects.

14. That owing to the unsatisfactory condition of the local monetary currency, and the disturbed and unsettled state of Southern China, a crisis may at any moment occur in this Colony and its neighbouring provinces, which will require at this great emergency of trade a strong Government and a Governor possessed of an intimate knowledge of affairs and the complete confidence of the entire Chinese Community.

Your Petitioners therefore humbly pray: That His Most Gracious Majesty the King be advised to extend the term of His Excellency the Governor Sir Henry A. Blake, who will shortly expire, to another six years. That His Excellency may be permitted to yet another term to continue to rule and guide His Majesty's loyal Chinese subjects in this Colony at a time fraught with danger and trouble to them and their fellow-countrymen. And that the vast Chinese population of Hongkong and its Dependencies may have their lives and property, their welfare and happiness, protected and served by the one Governor in whom they have the utmost confidence and faith, and whose high personal qualities and great administrative abilities they so much admire and respect.

And Your Petitioners shall, as in duty bound, ever pray.

(Here follow signatures).

Dated Hongkong, 30th March, 1903.

The new China Import Tariff was signed on the 28th March by the representatives of Italy and Russia.

Robilla Mann Ashore.

We hear that the T. Y. K. steamer Robilla Mann, which left Hongkong for Manila on Tuesday last, the 31st ult., is ashore at a place named Sandia, near Manila.

Overcrowding a Steam Launch.

For carrying forty-five passengers in excess of the number allowed by his licence, N. L. L. master of the steam launch Fie On, was fined \$50 by Mr. F. A. Hoeland, this morning.

A Doomed Village.

The village of Ospedaleto, on the shore of Lake Como, has become undermined by the water, and is expected to fall into the lake. One house has gone already. The land on which the village stands is sliding gradually into the lake.

U.S. Treaty with China.

The N.-O. Daily News is informed that the U. S. State Department has sent out a draft Treaty to the U. S. Treaty Commissioners. It is reported to be on the lines of the Treaty of Shanghai, with the modifications thought desirable in Article VIII.

Death of Old China Hand.

The N.-O. Daily News of the 30th ult. says:—Death has removed another old China coast hand in the person of Captain Henry G. Sutton, Lower Yangtze pilot. Captain Sutton traded on this coast in a sailing vessel of which he was owner in the latter part of the sixties. He then joined the firm of N. Monro & Co., shipchangers at Amoy, and afterwards entered the China Merchants' service, commanding the paddle steamer Kiangpiao. He subsequently became a pilot, and passed away yesterday morning, regretted by a large circle of friends, at the age of 68.

A STATESMAN as a solemn politician.

Junior: Have you anything to say for your self? Prisoner: No, sir. I'm a married man.

THE UNLUCKY BOY.

It is always getting his fingers burnt, his hand cut, or his shoulder sprained. His parents should keep a bottle of Chamberlain's Pain Balm in the house. This is a liniment of superior merit. One application gives relief. Try it. For sale by All Doctors, WATKINS Ltd., General Agents.

WEI-HAI-WEI.

Described by a Visitor.

Wei-Hai-Wei during the past year has been so much before the public, that it might be supposed that the acquaintance of the general reader with it is very intimate. As one of that class, I thought I had a fairly good knowledge of the place until I paid it a visit this summer, when I found that many of my preconceived notions regarding it required much correction. In fact I found the place so different from what I had anticipated, and possessed of so many qualities that render it a delightful resort for the holiday seeker, that merely out of gratitude for the pleasure I derived, I feel I ought to let the public know what Wei-Hai-Wei is really like.

Those who intend to visit Wei-Hai-Wei from the South of China can secure a passage in one of the steamers that sometimes run direct from Hongkong, but the more certain route is via Shanghai, from which Port steamers run fairly regularly during the summer months, covering the distance in about 48 hours.

After a pleasant trip from Shanghai, I reached Wei-Hai-Wei in the early morning, and was much struck by the beauty of the surrounding scenery, which reminded me of Hongkong. On our right, lay the island of Liu Kung, which forms the two entrances to the harbour, the western by which we had arrived and the eastern by which steamers proceed to Chefoo. Quite close to the island, were anchored three battleships of His Majesty's Navy, and other less pretentious craft, showing what excellent anchorage the harbour affords. In no other place in China have I seen men-of-war of such a class anchored so near the shore. In the distance, about three or four miles off, could be seen the mainland, with its town of Port Edward, so called in honour of the King's Coronation.

The island generally known as Liu Kung Tao, which was purchased by the British Government for the large sum of close on £20,000 sterling, is two miles in length, and about three-quarters of a mile wide. Its population consists of 4,000 people almost entirely Chinese. The Naval headquarters are situated there, and the staff of His Majesty's Naval depot reside on the island. It was also formerly the seat of the Civil Government, which has, however, now been transferred to the mainland.

Formerly, the island was divided into two portions, one portion being under the Military authorities, and the other under the naval authorities. Recently, however, most of the property, both military and naval, has been handed over to the civil authorities, who administer the affairs of the island with the aid of an Advisory Council. Their functions consist in advising the Commissioner in all matters of a Municipal nature. There is also a small police force of Chinese on the island, under a European Inspector, and a Civil Magistrate holds a court there on appointed days every week. The buildings generally are of stone, of the type usual in the North of China, and are occupied by Chinese traders and shopkeepers, and those who find employment in the naval depot. There are also houses of a better type, used as residences by Europeans. The most prominent building is that known as Queen's House, which was formerly occupied during the Chinese regime by Admiral Ting, whose name is well known in connection with the China-Japanese war. Since the British occupation of Wei-Hai-Wei, this building has been used for Government Offices, and it was found to be especially useful during the campaign in the North of China, when Wei-Hai-Wei was practically the base of operations. Among the various buildings, there is a Naval Hospital, but if Wei-Hai-Wei is to become a health resort for the British Bluejackets, it is quite clear that the present Hospital is altogether inadequate.

Wherever the British flag is hoisted, one may be certain that facilities for recreation will not be far off, and the island of Liu Kung is no exception to this rule. The Navy has already made a recreation ground, where I saw both officers and men playing football and cricket. The ground, however, not being turf, is not an ideal one for either of these pastimes, cricket being played on a patch made of coconut matting. The present recreation ground is recognized as being too small for the requirements of the Navy, and steps are now being taken to make a new ground, which it is hoped will be available, at any rate in part, by next summer. When it is remembered that no fewer than 7,000 officers and men of the Navy were in Wei-Hai-Wei Harbour at one time during the present summer, it is not difficult to see how necessary are more extended recreation grounds.

There is a United Service Club on the island, which is housed in very comfortable quarters, and managed on excellent lines. In connection with the Club, there is a Squash Racquet Court, originally built by the Royal Engineers, where an excellent afternoon's exercise may be obtained. There is also a Lawn Tennis Club, the game being played on mud courts. Lovers of golf have also an opportunity of indulging in their favourite pastime, as there is a nine-hole course. The love of the sailor for dancing is proverbial, so it goes without saying that he has found means for indulging in the Tarzanian art on the island. Attached to Queen's House is a large hall,

which makes an excellent room for dancing, where often, during the summer months, residents and visitors may be seen enjoying themselves to the strains of the bands of the various mon-of-war which are always courteously lent for the occasion. The island has also its Hotel in which the genial host is always only too ready to make his guests as comfortable as possible. There are two good rifle ranges on the island, one of which have been handed over to the Navy. The former Commissioner, General Dore, presented a cup to be competed for yearly. This year, the successful team came from the Ocean, which thus showed itself good at small-arm shooting as well as at firing big guns.

Our naval policy, so far as Wei-Hai-Wei is concerned, seems still to be somewhat indefinite, but there are those who declare that it will not be many years before Wei-Hai-Wei is made a real base instead of being treated as a flying base. It is unfortunate that such a gulf exists between the island and the mainland, which has at present no regularly organized ferry to bridge it, but, doubtless, in time, there will be a regular launch service running between the island and Port Edward, the chief town of the mainland.

The total area of the territory leased is about 25 square miles, and the population is estimated at 120,000, including the population of 4,000 on the island. In addition to the leased territory, there is a sphere of influence over which Great Britain, according to the Treaty, has 'the right to erect fortifications, station troops, or take any other measures necessary for defensive purposes, and to acquire, on equitable compensation, such sites as may be necessary for water supply, communications, and hospitals.' This sphere of influence comprises that portion of the province of Shantung lying east of the meridian 121.40 East of Greenwich, and covers an area of 1,500 square miles. The leased territory has been surveyed by the Royal Engineers, and mapped on a scale of 2" to a mile, and the sphere of influence has also been surveyed on the scale of 1" to a mile. The territory has a coast line of 73 miles in length. The scenery of the territory is both striking and picturesque, and consists of steep rugged hills rising to a height of 1,600 feet, and well-cultivated valleys, watered by mountain streams, which are dry for the most part of the year. The hills are terraced for cultivation as far as possible, and are planted with small pine trees and scrub oak, on the latter of which silk worms are fed. The chief crops grown are maize, millet, wheat, sweet potato, buckwheat, turnips, beans and peas. At present, the trade, both export and import, is small, but there seems no reason why in time Wei-Hai-Wei should not increase in commerce, when it is remembered that it is a free port, where duties of no kind are charged. It seems unlikely that there will be any rapid development, because the trade of the Shantung province has been accustomed for years to follow certain recognized routes, and the Chinaman is so conservative in his nature, that it requires a long time for him to depart from ways in which he has tried for years. It should also be remembered that Wei-Hai-Wei is situated between the Treaty port of Chefoo on the North, and the German dependency of Kiaochow on the South. Chefoo has long enjoyed a flourishing trade, and though Wei-Hai-Wei was originally captured some of that trade, it cannot be expected to divert it except by degrees.

Again as is well known every effort is being made by Germany to develop Kiaochow. The Shantung railway company was started in 1897 with a capital of £2,700,000 sterling, of which £1,350,000 has been paid up. This company has been granted a concession to build and work a railway from T'ing To to Chinn-fu, the capital of the Province of Shantung, and two branch lines, the total length of the three lines being about 700 miles. The Government is also spending large sums on harbour works.

Expenditure 1901 £169,250
1902 £170,000
1903 £40,000
1904 £40,000
1905 £79,500
1906 £103,200

A Blue book, published by the Foreign Office in April of this year, gives the revenue of Kiaochow for 1901 as £15,000 and the Imperial subsidy as £37,500. For 1902, the revenue is given as £18,000, and the Imperial subsidy as £37,500. The total expenditure for 1902 is given as £254,165, of which the civil administration is responsible for £29,477, and the military administration £224,687, and the joint expenditure of military and civil administration £29,781.

The expenditure at Kiaochow forms a striking contrast to that at Wei-Hai-Wei. I was unable to obtain exact figures, but from enquiries made, I gather that the total annual expenditure at Wei-Hai-Wei is not more than £12,000. Thus will show whether a foreign or a waiting policy is the one that pays, considering the small amount expended yearly at Wei-Hai-Wei, it is certainly creditable to all concerned to see how satisfactorily the affairs are carried on. At the head of the Administration is a Commissioner, whose only staff consists of a magistrate, a small Chinese clerical staff, and a few Chinese police. The affairs of the mainland are administered through the headmen of the various villages, of which there are 330 scattered throughout the territory. The public works have hitherto been carried out by the Royal Engineers, and consist chiefly of roads, about 35 miles of which have been constructed. I personally traversed most of the roads, which were very much damaged by the rains this summer, and which will have to be reconstructed on a more permanent basis. It is interesting to find that there are no heavy rains which fall there during the summer months.

The importance of properly constructed roads is evident in a territory where the rapidity of communication is so necessary, and from enquiries made by me who was in Wei-Hai-Wei I understand that the Administration is giving this matter the serious consideration it deserves. Even as matters now are, one can travel over the country for many miles, either on horse-

back or bicycle, and the beauty of the surrounding scenery and the freshness of the air, make such journeys most enjoyable. There can be no doubt that the climate of Wei-Hai-Wei in the summer months is second to none in China. During no part of the summer even in the day time, is the heat oppressive, and the nights are always cool. Funks are almost unknown, and used but seldom. It does not require the eye of a prophet to see that Wei-Hai-Wei is bound to become the health resort of China in the hot weather. It has an excellent harbour, where both boating and sailing can be enjoyed. It possesses wide stretches of ideal beaches on which children can disport themselves, and there is excellent bathing. There is a polo ground, and there is ample opportunity for tennis. Having heard that Wei-Hai-Wei was famous for its sulphur springs, I made enquiries regarding them, and was led to understand that there is every prospect of new sulphur baths being erected by Japanese, as the analysis of the water of the sulphur springs has yielded most satisfactory results. At present, there is no Club on the mainland, but steps are being taken to establish one. There is a large hotel, well situated, and providing ample accommodation. There is a very good school also on the mainland. The military are well represented by the Chinese regiment, whose barracks are on the mainland.

I had an opportunity of meeting the Commissioner Mr. J. H. Stewart-Lochhart, O.M.C., and had an interesting conversation with him regarding the prospects of Wei-Hai-Wei. On the question of commercial development, the Commissioner did not unreasonably maintain a discreet reserve, but there is no doubt that he equally well understands the commercial interests of Wei-Hai-Wei, and is anxious that its commercial welfare should be promoted in every way possible. It should be borne in mind, however, unless a place lends itself to commercial development, in an amount of human effort can make it an oasis for commerce. The European residents are at present not very numerous, but during the summer their numbers are increased by the addition of visitors, all of whom have ready means to order to his time pleasantly. In no other place in China can these two objects be obtained in greater perfection than in Wei-Hai-Wei, the climate of which, as stated above is excellent, and the scenery sufficiently varied to suit even the most fastidious.

December, 1902.

LATE TELEGRAMS.

The Indian Budget.
Calcutta, March 19.—The Indian Budget was presented at the Viceroy's Council yesterday. The accounts for 1901-02 closed with a surplus of £4,95,245. The revised estimate for 1902-03 shows a surplus of £2,73,800. There is an increase under every head, except forests. The railway estimates for 1903-04 show a total revenue of £76,355,700, and a total expenditure of £75,40,000. The salt tax is to be reduced by eight annas per maund, except in Burma; and the income-tax minimum has been raised to one thousand rupees. These two remissions of taxation involve a sacrifice of revenue of £1,331,300. But for this the surplus would have been £2,342,000. (sic) All the principal heads of revenue are expected to improve. Loans of two millions sterling in England, and two crores in India, are announced. Provision is also made for raising capital through the railway companies to the extent of £3,113,000. The Budget states the determination of the Government of India to keep out foreign sugar from India, and to encourage imports from such countries as do not maintain high protection duties. The Bureau of Commerce to be established is to have the Director-General, controlling the two branches, commercial and statistics. There are interesting references to agriculture, tea, and indigo.

WHAT IS A COUGH?
A spasmic effort to expel the mucus from the bronchial tubes. A cold causes a more abundant secretion of mucus, and when the lungs and bronchial tubes are inflamed, they are extremely sensitive to the irritation. Unless care is taken, the cold may result in pneumonia, which is swift and deadly. If the cold is a lingering one, the mucus is more equally fatal consumption may set in. Do not neglect a cold or cough. Take Chamberlain's Cough Remedy. It always cures and cures quickly. For sale by ALL Dealers, & WATKINS Ltd., General Agents.

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Hongkong, April 3, 1903. 743

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Hongkong, April 3, 1903. 754

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THREE ROOMS in Central District. Suitable for married couple or two bachelors. Kitchen and Bathrooms attached. Apply to
Care of 'CHINA MAIL' OFFICE.
Hongkong, April 3, 1903. 764

TO LET.
(WITH IMMEDIATE POSSESSION.)
THREE ROOMS in Central District. Suitable for married couple or two bachelors. Kitchen and Bathrooms attached. Apply to
Care of 'CHINA MAIL' OFFICE.
Hongkong, April 3, 1903. 765

TO LET.
(WITH IMMEDIATE POSSESSION.)
THREE ROOMS in Central District. Suitable for married couple or two bachelors. Kitchen and Bathrooms attached. Apply to
Care of 'CHINA MAIL' OFFICE.
Hongkong, April 3, 1903. 766

TO LET.
(WITH IMMEDIATE POSSESSION.)
THREE ROOMS in Central District. Suitable for married couple or two bachelors. Kitchen and Bathrooms attached. Apply to
Care of 'CHINA MAIL' OFFICE.
Hongkong, April 3, 1903. 767

TO LET.
(WITH IMMEDIATE POSSESSION.)
THREE ROOMS in Central District. Suitable for married couple or two bachelors. Kitchen and Bathrooms attached. Apply to
Care of 'CHINA MAIL' OFFICE.
Hongkong, April 3, 1903. 768

TO LET.
(WITH IMMEDIATE POSSESSION.)
THREE ROOMS in Central District. Suitable for married couple or two bachelors. Kitchen and Bathrooms attached. Apply to
Care of 'CHINA MAIL' OFFICE.
Hongkong, April 3, 1903. 769

TO LET.
(WITH IMMEDIATE POSSESSION.)
THREE ROOMS in Central District. Suitable for married couple or two bachelors. Kitchen and Bathrooms attached. Apply to
Care of 'CHINA MAIL' OFFICE.
Hongkong, April 3, 1903. 770

TO LET.
(WITH IMMEDIATE POSSESSION.)
THREE ROOMS in Central District. Suitable for married couple or two bachelors. Kitchen and Bathrooms attached. Apply to
Care of 'CHINA MAIL' OFFICE.
Hongkong, April 3, 1903. 771

TO LET.
(WITH IMMEDIATE POSSESSION.)
THREE ROOMS in Central District. Suitable for married couple or two bachelors. Kitchen and Bathrooms attached. Apply to
Care of 'CHINA MAIL' OFFICE.
Hongkong, April 3, 1903. 772

TO LET.
(WITH IMMEDIATE POSSESSION.)
THREE ROOMS in Central District. Suitable for married couple or two bachelors. Kitchen and Bathrooms attached. Apply to
Care of 'CHINA MAIL' OFFICE.
Hongkong, April 3, 1903. 773

TO LET.
(WITH IMMEDIATE POSSESSION.)
THREE ROOMS in Central District. Suitable for married couple or two bachelors. Kitchen and Bathrooms attached. Apply to
Care of 'CHINA MAIL' OFFICE.
Hongkong, April 3, 1903. 774

TO LET.
(WITH IMMEDIATE POSSESSION.)
THREE ROOMS in Central District. Suitable for married couple or two bachelors. Kitchen and Bathrooms attached. Apply to
Care of 'CHINA MAIL' OFFICE.
Hongkong, April 3, 1903. 775

TO LET.
(WITH IMMEDIATE POSSESSION.)
THREE ROOMS in Central District. Suitable for married couple or two bachelors. Kitchen and Bathrooms attached. Apply to
Care of 'CHINA MAIL' OFFICE.
Hongkong, April 3, 1903. 776

TO LET.
(WITH IMMEDIATE POSSESSION.)
THREE ROOMS in Central District. Suitable for married couple or two bachelors. Kitchen and Bathrooms attached. Apply to
Care of 'CHINA MAIL' OFFICE.
Hongkong, April 3, 1903. 777

TO LET.
(WITH IMMEDIATE POSSESSION.)
THREE ROOMS in Central District. Suitable for married couple or two bachelors. Kitchen and Bathrooms attached. Apply to
Care of 'CHINA MAIL' OFFICE.
Hongkong, April 3, 1903. 778

TO LET.
(WITH IMMEDIATE POSSESSION.)
THREE ROOMS in Central District. Suitable for married couple or two bachelors. Kitchen and Bathrooms attached. Apply to
Care of 'CHINA MAIL' OFFICE.
Hongkong, April 3, 1903. 779

TO LET.
(WITH IMMEDIATE POSSESSION.)
THREE ROOMS in Central District. Suitable for married couple or two bachelors. Kitchen and Bathrooms attached. Apply to
Care of 'CHINA MAIL' OFFICE.
Hongkong, April 3, 1903. 780

To-day's Advertisements

THEATRE ROYAL.

CITY HALL.

Leaves (MR C. A. POLLARD AND MRS N. CHESTER.

COMMENCING

THURSDAY

Next, 9th APRIL.

A SHORT FAREWELL SEASON

OF

PERFORMANCES

POLLARD'S

LILLIPUTIAN

OPERA COMPANY.

THURSDAY.

CELLIER'S FAVORITE RUSTIC

COMIC OPERA,

DOROTHY.

FRIDAY, NO PERFORMANCES.

SATURDAY (MATINEE),

EVENING, AND MONDAY,

GEISHA.

PLAN OPEN AT ROBINSON'S

7th APRIL.

A. LEVEY, A. H. POLLARD,

Representative, Manager.

Hongkong, April 3, 1903. 730

PUBLIC AUCTION.

THE Undersigned have received instructions from The Acting Captain Superintendent of Police to Sell, by Public Auction,

on

THURSDAY,

the 9th April, 1903, at 11 a.m., at TAM-SHA-TRUI POLICE-STATION,

213 BAGS SALT-PEETRE,

IN GOOD ORDER AND CONDITION.

(Samples can be seen on application to the Officer in charge of Water Police.

TER

Shipping.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, OBERON, LONDON, LIVERPOOL, GENEVA, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTI PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

FOR HAVRE AND HAMBURG.

CALLING AT SINGAPORE AND COLOMBO.

S.S. Konigsberg, 12th April, 1903. Freight and Passengers.

FOR HAVRE, BREMEN AND HAMBURG.

CALLING AT SINGAPORE AND PENANG.

S.S. Sambla, 21st April, 1903. Freight.

FOR HAVRE AND HAMBURG.

CALLING AT SINGAPORE AND COLOMBO.

S.S. Serbia, 5th May, 1903. Freight.

FOR HAVRE AND HAMBURG.

CALLING AT SINGAPORE AND PENANG.

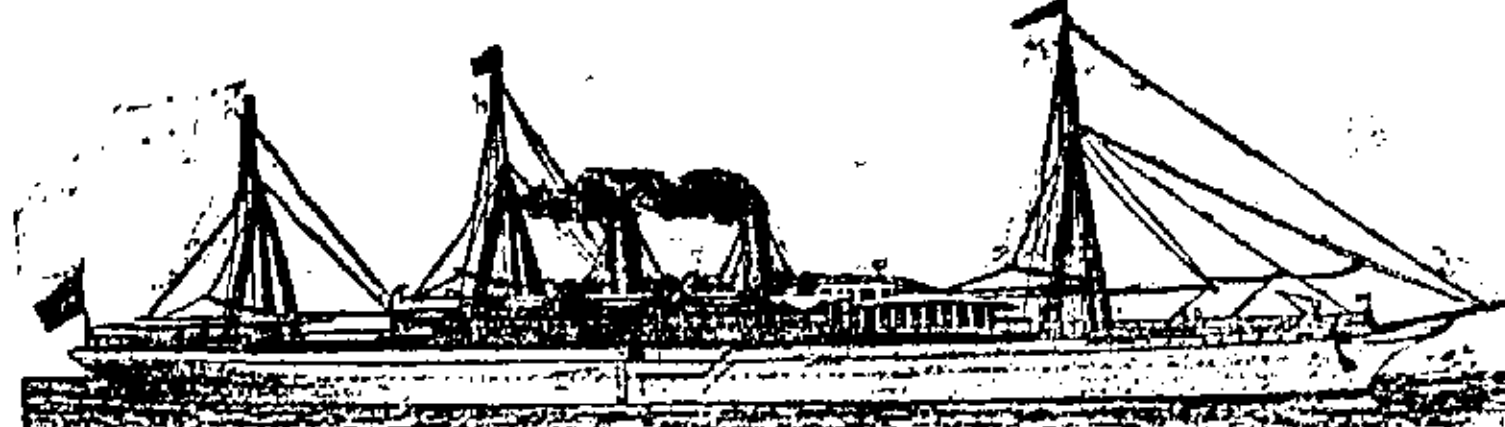
S.S. Salsola, 19th May, 1903. Freight.

For further particulars, apply to

HAMBURG-AMERIKA LINIE,

HONGKONG OFFICE.

Queen's Buildings, No. 1.

CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE,
VIA CANADA AND THE UNITED STATES.Callings: SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.
SAFETY—SPEED—PUNCTUALITY.Empress Twin Screw Steamships—6,000 Tons—10,000 Horse power—Speed 19 knots.
Sailing 3 to 7 days across the Pacific.

PROPOSED SAILINGS FROM HONGKONG

(Subject to Alteration.)

Ship	Tons	Day	Month
R.M.S. EMPRESS OF INDIA	6,000	WEDNESDAY	April 22
R.M.S. TARTAR	4,425	WEDNESDAY	May 5
R.M.S. EMPRESS OF JAPAN	6,000	WEDNESDAY	May 13
R.M.S. ATTENTIAN	4,425	WEDNESDAY	May 27
R.M.S. EMPRESS OF CHINA	6,000	WEDNESDAY	June 3
R.M.S. TARTAR	4,425	WEDNESDAY	June 24
R.M.S. EMPRESS OF JAPAN	6,000	WEDNESDAY	July 2
R.M.S. TARTAR	4,425	WEDNESDAY	July 19
R.M.S. EMPRESS OF CHINA	6,000	WEDNESDAY	Aug. 5
R.M.S. ATTENTIAN	4,425	WEDNESDAY	Aug. 12

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, of which passengers to Great Britain and the Continent are given choice of.

Passengers booked through the Continent are given choice of the following routes to various ports at reduced rates, Good for 4, 6, 9 and 12 months. SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL TRANSCONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes. THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and cuisine are unexcelled.

For further information, Maps, Guides, Books, Rates of Freight and Passage, apply to

D. E. BROWN, General Agent,

PENDER STREET.

PORTLAND AND ASIATIC
STEAMSHIP COMPANY.SAILINGS FROM HONGKONG, INLAND SEA OF JAPAN, PORTLAND, OREGON,
MOJO, KOBE & YOKOHAMA; FOR

OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight, and further information, communicate with or apply to

PORTLAND & ASIATIC STEAMSHIP COMPANY.

Hongkong, March 31, 1903.

STEAMSHIP TONS CAPTAIN HONGKONG

INDRAVELLI 1899 W. E. Craven April 20, 1903

INDRAPURA 4909 A. E. Hollingsworth May 14, 1903

INDRASAMBHA 5197 R. P. Craven June 14, 1903

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight, and further information, communicate with or apply to

PORTLAND & ASIATIC STEAMSHIP COMPANY.

Hongkong, March 31, 1903.

NIPPON YUSEN KAISHA.

THE JAPAN MAIL STEAMSHIP COMPANY.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Steamers	Destinations	Sailing Dates
KAMAKURA MARU, H. PETERSEN	MARSEILLES, LONDON, and ANTWERP, Via SINGAPORE, PENANG, COLOMBO and PORT SAID.	SAUNDAY, 4th April, Daylight.
TOSA MARU, H. CHRISTIANSEN	VICTORIA, B.C., and SEATTLE, U.S.A., Via SHANGHAI, MOJO, KOBE and YOKOHAMA.	TUESDAY, 7th April, at 4 p.m.
IDZUMI MARU, M. YAGI	BOMBAY, Via SINGAPORE and COLOMBO.	WEDNESDAY, 8th April, at 4 p.m.
KAGOSHIMA MARU, K. KOBAYASHI	MOJO, KOBE and YOKOHAMA.	FRIDAY, 17th April, at Noon.
KINSHU MARU, F. L. PINE	KOBE.	FRIDAY, 17th April, at 4 p.m.
INABA MARU, W. BAIRD	MARSEILLES, LONDON and ANTWERP, Via SINGAPORE, PENANG, COLOMBO and PORT SAID.	SATURDAY, 18th April, at Daylight.
HIROSHIMA MARU, J. NAGAO	BOMBAY, Via SINGAPORE and COLOMBO.	TUESDAY, 21st April, at Noon.
KAGA MARU, G. ANDERSON	VICTORIA, B.C., and SEATTLE, U.S.A., Via SHANGHAI, MOJO, KOBE and YOKOHAMA.	TUESDAY, 21st April, at 4 p.m.

Through Passenger Tickets issued to the Principal Cities of the United States, Canada, and Europe in connection with the Great Northern Railway and Atlantic Steamers. Round the World Tickets also issued. Between MOJO and Kobe, 1st and 2nd Class Through Passengers have the option of travelling by the Sanyo Railway. For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chat Road.

A. S. Mihara, Manager.

Hongkong, March 27, 1903.

Shipping.

OCEAN STEAM SHIP COMPANY, LIMITED,

AND

CHINA MUTUAL STEAM NAVIGATION
COMPANY, LIMITED.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON.

MONTHLY SAILINGS FOR LIVERPOOL AND FOR CONTINENT

OUTWARDS.

FROM	STEAMERS	DATE
GLASGOW AND LIVERPOOL	JASON	18 April
GLASGOW AND LIVERPOOL	AGAMEMNON	6th April
GLASGOW AND LIVERPOOL	DEUCALION	16th April
GLASGOW AND LIVERPOOL	KEMUN	24th April
GLASGOW AND LIVERPOOL	PATROCLOS	30th April
GLASGOW AND LIVERPOOL	HYSON	6th May

The S.S. AGAMEMNON left Singapore at noon yesterday and is expected here on 6th inst.

HOMEWARDS

LONDON BERTH.

FOR	STEAMERS	TO SAIL
LONDON AND ANTWERP	GLAUCOS	14th April
* LIVERPOOL Via MARSEILLES	PINGUEY	18 April
LONDON	DEUCALION	28th April
MARSEILLES Via GENOA	AGAMEMNON	12th May
* LIVERPOOL	TANTALUS	17th May
MARSEILLES & ANTWERP	PATROCLOS	21st May
LONDON	HYSON	26th May
LONDON	HYSON	9th June

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, Via	KEMUN	18th April
NKI, KOBE & YOKOHAMA		

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

CHINA NAVIGATION CO., LD.

FOR	STEAMERS	TO SAIL
MANILA	CHINOTON	4th April
PT. DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	WONGSUN	6th April
SHANGHAI	WANGFOA	8th April
SHANGHAI	SUNOKANG	8th April
MANILA	KWEIKANG	15th April
KOBE AND YOKOHAMA	TANAN	26th April

* The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light. Unvalued Table.

A duly qualified Surgeon is carried on all Yangtze and Northern China Ports.

* Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

* Taking Cargo and Passengers at through rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, Single and Return, To Manila and Australian Ports.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.

Hongkong, April 3, 1903.

IMPERIAL GERMAN MAIL LINE

NORDDEUTSCHER LLOYD HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTI PORTS; Also LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Steamers	Sailing Dates
SACHSEN	WEDNESDAY, 15th April
RIASCHOD	WEDNESDAY, 29th April
RAYERN	WEDNESDAY, 13th May
ZIETEN	WEDNESDAY, 27th May
PRINZ REG. LUITPOLD	THURSDAY, 11th June
ROON	THURSDAY, 15th June
PRUSSEN	THURSDAY, 9th July
HAMBURG	THURSDAY, 23rd July

* Steamers of the Hamburg-Amerika Linie.

ON WEDNESDAY, the 15th day of April, 1903, at Noon, the Steamship SACHSEN of the Norddeutscher Lloyd, Captain FRANK, with MAELS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above.

Calling at NANTES and GENOA.

Shipping Orders will be granted till Noon, on Monday, the 13th Inst., Cargo and Specie will be received on Board until 5 p.m. on Tuesday, the 14th Inst., and Parcels will be received at the Agency's Office until Noon on Tuesday, the 14th Inst.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation and carries a Doctor and Stewardesses. Linen can be washed on board.

Norddeutscher Lloyd.

For further Particulars, apply to Melchers & Co., Agents.

1947

NORTHERN PACIFIC S.S. CO.

BOSTON STEAMSHIP CO.

BOSTON TOW-BOAT CO.

PROPOSED SAILINGS FROM HONGKONG.

Via Shanghai, Inland Sea of Japan, Kobe and Yokohama.

FOR VICTORIA, B.C., AND TACOMA

IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY CO.

Steamers	Tons	Captains	1902
OLYMPIA	2837	J. Truebridge	April 8
TACOMA	2812	A. Dixon	April 17
SEAWARD	9806	W. M. Smith	May 21
PLEIADES	3753	F. G. Furlington	May 31

Steamers marked (*) have no passenger accommodation.

THE attention of passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to PACIFIC COAST POINTS and to the Principal Cities in the United States and Canada.

For further information as to Freight, or Passage, apply to

Dodwell & Co., Limited, General Agents.

Hongkong, March 31, 1903.

Shipping.

PENINSULAR & ORIENTAL STEAMSHIP

NAVIGATION COMPANY

WILL despatch VESSELS to the Undermentioned PORTS on the DATE named:—

FOR	STEAMSHIP	CAPTAIN	DATE.
SINGAPORE, COLOMBO, AND BOMBAY	Pekin + †	C. R. LONSDEN, R.N.R.	About April 4.
SANGHAI, & TAKU, Shanghai	E. SPICER, R.N.R.	About April 8.
SHANGHAI.....	Coromandel + †	C. D. BENNETT, R.N.R.	About April 10.

* See Special Advertisement.
† For Freight only.
‡ Calling at PENANG if sufficient inducement offers.
For Freight or passage, and further Particulars, apply to P. & O. S. N. Co.'s Office, Hongkong, April 2, 1903.

HONGKONG—MANILA.



Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships.—Electric Light—Perfect Cuisine—Surgeon carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Dates
ZAFIRO	2540	R. Rodger	Manila Direct	April 4, at 10 a.m.
PERLA	1980	J. McGinty	"	April 7, at 3 p.m.
RUBI	2540	R. W. Almond	"	April 11, at 10 a.m.

For Freight or Passage, apply to Shewan, Tomes & Co., General Managers.

Hongkong, April 3, 1903.

OSAKA SHOSHEN KAISHA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
TAMU, Via SWATOW	DAIGI MARU	SUNDAY, 5th April
FOOCHOW, Via SWATOW	T. W. Groves	WEDNESDAY, 8th April
TAMU, Via SWATOW	ANPING MARU	SUNDAY 12th April
ANPING, Via SWATOW	DAIGI MARU	WEDNESDAY, 15th April
ANPING, Via SWATOW	MAIDZURU MARU	WEDNESDAY, 15th April

The Co.'s new Steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for 1st class passengers, and a duly qualified Doctor is carried. All Steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered the highest at Lloyd's. Steamers will go alongside the Co.'s Pontoon at the Customs water-front, premises at Tsimshui to land all Passengers and cargo.

For Freight, Passage and further information apply at the Co.'s local Branch Office, at No. 12, Des Vaux Road, Central.

T. ARIMA, MANAGER.

Hongkong, April 1, 1903.

TOYO KISEN KAISHA

(ORIENTAL S. S. Co.)

REGULAR SERVICE BETWEEN HONGKONG AND MANILA IN 48 HOURS.

THE Company's well-known Steamship ROSETTA MARU, 3878 Tons,

Captain N. TATE, will be despatched for MANILA on SATURDAY, the 4th April, at 11 a.m. To be followed by ROSETTA MARU on the 10th April.

Magnificent Accommodation. Comfortable Cabin, Excellent Table. Unvalued Speed. Electric Light. Doctor and Stewardesses carried.

For Freight or Passage, apply at the Company's Office, 3 Queen's Buildings, Ice House Street.

K. NAKASHIMA, Manager.

Hongkong, April 2, 1903.

EASTERN & AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Steamship EASTERN, Captain ELLIS, will be despatched as above on THURSDAY, the 9th April, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly-qualified Surgeon are carried.

Return Ticket's interchangeable with China and Manila S.S. Co., Ltd.

N.B.—To ensure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong April 1, 1903.

'SHIRE' LINE OF STEAMERS.

STEAMSHIP SERVICE TO NEW YORK VIA PORTS AND SUEZ CANAL.

(With liberty to call at the PHILIPPINE Ports).

THE First-class Steamer PEMBROKESHIRE will be despatched on or about FRIDAY the 15th May.

For Freight, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, March 28, 1903.

Shipping.

METROPOLITAN CYCLE AND TENNIS CLUB.

HANDICAP TOURNAMENT.

BEGINNING SATURDAY, April 4th, at 2 p.m. Slow Bicycle Race each day at 3 p.m. All Entries must not be later than 12 a.m. on FRIDAY, April 3rd.

For further particulars, Apply to the Arrangement Committee.

MR. JEWELL, Chairman.

MR. CLYDE, Secretary.

Hongkong, April 2, 1903.

FOR YOKOHAMA AND KOBE.

THE H. A. L. Steamship SERIFA.

Captain DUNSTON will be despatched for the above Ports on SATURDAY, the 4th inst., at 4 p.m.

For Freight, apply to HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong April 2, 1903.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship LIONSANG.

Captain G. S. WEDGALL, will be despatched as above on SATURDAY, the 4th April, at 4 p.m.

This steamer has superior accommodation for First Class Passengers, and is fitted throughout with Electric Light.

For Freight or passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, March 30, 1903.

ALTERATION.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR AMOY AND TAMSUI.

THE Company's Steamship HAILONG.

Captain GIBSON, will be despatched for the above Ports on SUNDAY, 5th Inst., at Daylight.

For Freight or Passage, apply to DOUGLAS LARRAIK & Co., General Managers.

Hongkong, April 3, 1903.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship KUMSANG.

Captain BULLER, will be despatched as above on TUESDAY, the 7th Inst., at Noon.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, April 1, 1903.

NOTICE.

MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERY, CALCUTTA, DJIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX;

Also PORTS OF BRAZIL & RIVER PLATE.

ON TUESDAY, the 7th April, at 11 a.m. the Company's Steamship SYDNEY, Captain BLANC, with MAELS, PASSENGERS, SPECIE, and CARGO, will leave this Port for MARSEIL

